CARBS
CLUTCHES & FLYWHEELS
CYLINDER HEADS
W/M/C/E ENGINES
CAMS
GASKETS & SEALS
BRAKES
HEADERS & MUFFLERS
STARTERS & GENS.
VALVES
AIR FILTERS
LINKAGE
REAR ENDS
U JOINTS
USED PARTS
IGNITION
OIL COOLERS
"O" RINGS
WIRES
STAR CORVAIR
2465 CHICO AVE. ★ SO. EL MONTE, CALIFORNIA 91733
(213) 579-0943
IMAGINEERING IN
HI PERFORMANCE CORVAIR COMPONENTS
STREET ★ OFF-ROAD ★ TRACK
STAR CORVAIR PRODUCTS
FALL 1979
$1.00

STAR CORVAIR

TO OUR CUSTOMERS...

It's Easy To Order By Mail!

TERMS:
We will accept postal or express money orders or cashiers checks, as this will expedite your order. If you send a personal check, we require approximately 30 days for your check to clear before we can ship your order.

PRICING:
All prices are subject to change without notice. In the event of a price change we will ship your parts at prevailing prices unless extreme price changes are involved, in which case we will notify you promptly.

SHIPPING:
When your order is processed and packed, we decide which is the "BEST WAY" to ship it. "BEST WAY" means the fastest way possible, considering the cost involved. Sometimes the articles you order force us to use Freight Lines instead of mails or United Parcel, due to certain weight and size limitations. Always remember, we choose the best method available. Problems arise when a complete house address is not available. Common carriers do not deliver to Post Office Boxes, etc., Since they need a signature as receipt of goods, it is important that you give us the best address you can.

Should you desire a specific method of shipping, all you need to do is write it on your order, ie. "Air Freight Only" or "Fastest Way Only". At the same time you must understand that all additional costs, if any, will be charged to you. We honor your requests whenever possible since we feel you know exactly what and how fast you need it. Please remember that Air Freight and some other carriers are very expensive.

Additional charges will be made by carrier for C.O.D. orders.

ATTENTION MILITARY PERSONNEL: Due to particular shipping circumstances, all freight terms will be handled on an individual order basis. You will be advised regarding shipping means before the order is shipped.

RETURNED GOODS:
Should you receive an item not as ordered or defective in any manner, you may be assured we will make adjustments as necessary to your complete satisfaction. However, NO CLAIMS will be considered without **your** copy of **your invoice.** Please contact us before returning merchandise. Unauthorized returns will not be accepted.

GUARANTEE:
All parts are subject to the manufacturers' warranties and as represented in this catalog. The guarantees of most manufacturers cover workmanship and material of their product, but do not cover labor nor failure of their product as a result of misuse, faulty installation or failure of a related part.

Our liability does not extend beyond the original purchase price.

REWORK OR MODIFICATIONS ON USED PARTS:
When requesting work to be performed on used parts, such as: carburetors, heads, rear end carriers, flywheels, pressure plates, A-Arms, backing plates, distributors, etc., it will be necessary to send parts for inspection, freight pre paid! When the parts are found to be usable, the work will be done & shipped back to you.

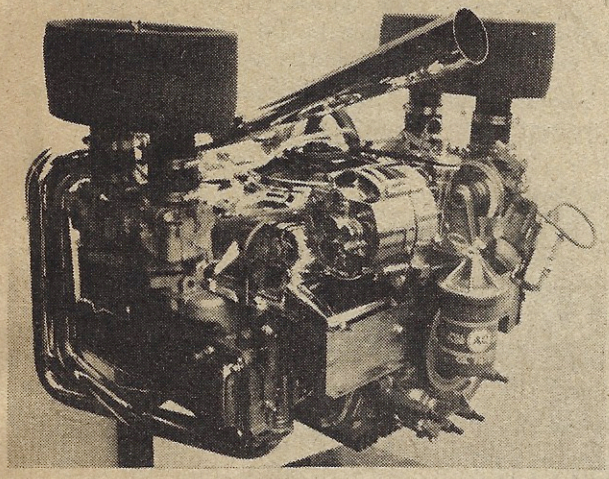
CORVAIR

The use of the name CORVAIR in this catalog is for descriptive purposes only and in no way is it used to infer or intend a direct connection between STAR CORVAIR and GENERAL MOTORS, CHEVROLET DIVISION or any other manufacturer and their products.

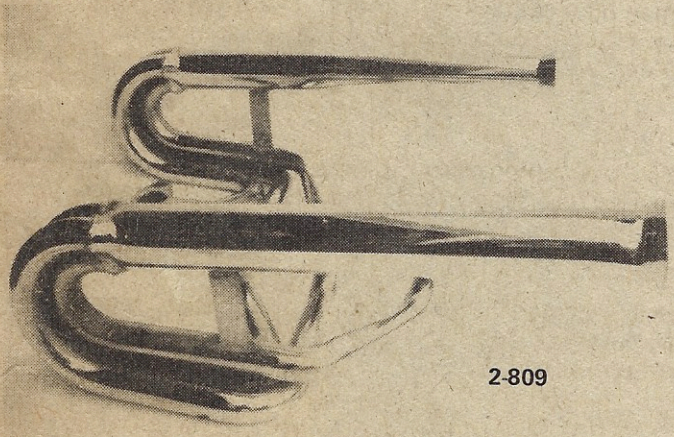
STAR CORVAIR

EXHAUST STINGERS HEADERS AND MUFFLERS

6 INTO 1 STINGER



2-816	Black with Chrome Stinger	$109.95*
	All Chrome	$149.95*



2-809

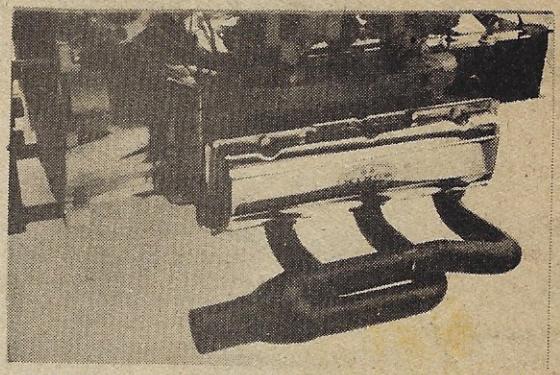
HEADERS FOR BUGGY'S

2-809	Open Exhaust for Off-Road Use. Collector's Polished. Complete Assembly Chrome Plated, for Great Appearance and Added Life.	$99.95
2-810	Open Exhaust for Off-Road	59.95
2-811	Slip-In Muffler	12.95 ea.
2-815	Slide-In Muffler (For Above)	9.95

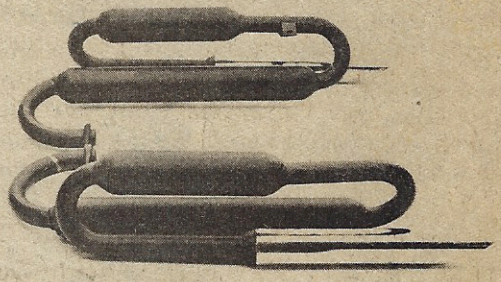
* Comes with Donuts, Gaskets, Nuts, Bolts & Washers

2-811 2-815

HEADERS



2-817 Short Headers $64.95

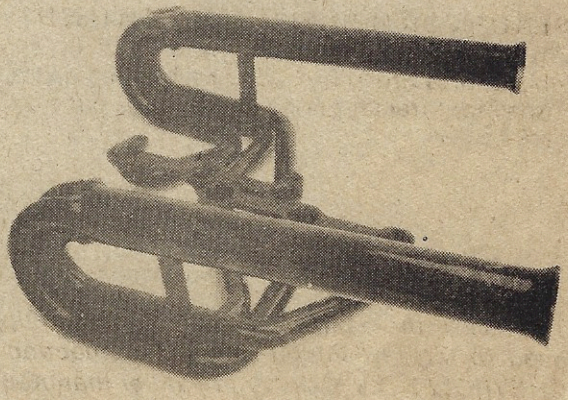


MK IV CORVAIR DUAL EXHAUST SYSTEM

The complete dual exhaust system that will increase the performance and horsepower of your Corvair into a charging man-of-war. Set comes complete with all necessary hardware needed to make a bolt-on installation.

One model will fit all Corvairs from 1960-68 (excluding the Corsa 140).

2-818 $95.95



2-810

IF YOU DON'T SEE IT. . .ASK FOR IT

STAR CORVAIR

CARBURETOR PROBLEMS?

Taking into consideration that most of you have given up stock carburetors, due to problems of balancing and flooding. With the installation of 2 barrel and 4 barrel, center mount carburetion you are now faced with manifold icing, flat spots, hard starting, too rich during idle, lean conditions at high rpm, poor low rpm horsepower and torque and last but not to be denied, large amounts of fuel used in short periods of running.

We have none of the above problems with the stock Corvair carburetors, which we have re-worked. We install "O" Rings in the carburetor base on the throttle shaft. Stopping air leakage which causes balancing problems. Welding float chamber vent closed (1960-63 Early style) and installing vent tubes in tops, keep fuel from spilling into venturi, caused by hard cornering, rough ground or road and side hil, running. Fuel consumption is half that of center mount carburetors. Reliability and performance being of prime concern.

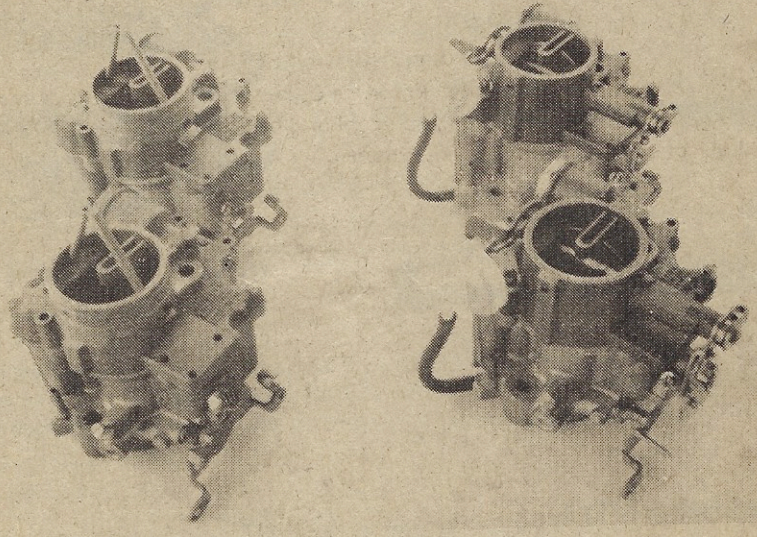
These carburetors work extremely well, even on stock street driven Corvairs.

For off road cars (buggys) we seal all unnecessary holes. Machine tops for 2¼ inch hose to get a perfect seal with our air filters.

All carburetors are re-worked, cleaned, "O" ringed, sealed and venterd. All new gaskets, needle and seat (viton tipped) and accelarator pump. All hardware is cad plated to resist corrosion and rust.

CARBURETORS

OFF-ROAD CARBURETORS



STREET CARBURETORS

BUGGY CARBURETORS

2-101	1960-63	2-1 Barrels	$ 80.00* per pair
2-102	1964-69	2-1 Barrels	80.00* per pair
2-103	1965-69	4-1 Barrels	160.00* per set

BIG BORE CARBURETORS (OFF ROAD)

2-104	1964-69	2-1 Barrels	$100.00* per pair
2-105	1965-69	4-1 Barrels	200.00* per set

STREET CARBURETORS

2-123	1960	2-1 Barrels	$ 90.00* per pair
2-124	1961-63	2-1 Barrels with manual choke	90.00* per pair
2-125	1961-63	2-1 Barrels with auto. choke	90.00* per pair
2-126	1964-69	2-1 Barrels with auto. choke	90.00* per pair
2-127	1965-69	4-1 Barrels 2 with auto. choke 2 without choke	130.00* per set

**Please send your carburetors in for rebuilding with order as there is a $10.00 core charge each.*

IF YOU DON'T SEE IT. . .ASK FOR IT

4 CARB SET UP

COMPLETE 4 CARBURETOR SET UP

This complete kit has all parts necessary to change Carburetion back to 4 stock re-worked Corvair carburetors from a not so reliable 2 barrel or 4 barrel center mount. Complete instructions for installation are included.

	1 can Filter Spray		$ 2.25
2-160	1 pr. Dyno teste Air Filters (silver)		85.00
2-103	4 re-worked carburetors with machined tops with bent tubes		200.00
2-130	1 set new 4 carburetor progressive linkeage.		50.00
2-122	4 long mounting studs	.88	3.52
2-121	4 short mounting studs	.44	1.76
	8 cad plated nuts and washers		3.60
2-112	4 Bake-A-Lite Insolators	.89	3.56
2-111	8 Carburetor Gaskets	.19	1.52
2-131	4 Brass Swivel fuel fittings for Carburetors	1.95	7.80
2-132	8 Brass fuel connections for tees	.96	7.68
2-133	3 Brass tees for hooking up fuel lines	1.90	5.70
2-115	6 foot ¼" fuel hose	.73	4.38
2-118	14 Stainless hose clamps	.56	7.84
2-119	1 Fuel filter		3.95
2-141	Fuel Pressure Regulator		9.95
	TOTAL PRICE		**$398.51**
2-128	Complete Kit Outright No Exchange Necessary		$350.00
2-129	If you have 4 carburetors – 2 primary 2 secondary for exchange. Ship them with your order and save $40.00		$310.00

COMPLETE 2 CARBURETOR SET UP

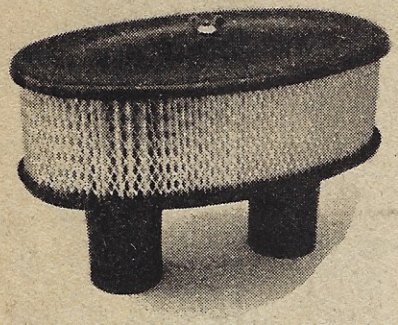
This kit has all parts necessary to change carburetion back to stock type, re-worked, off-road carburetors. Same as above except for 2 carb. engines.

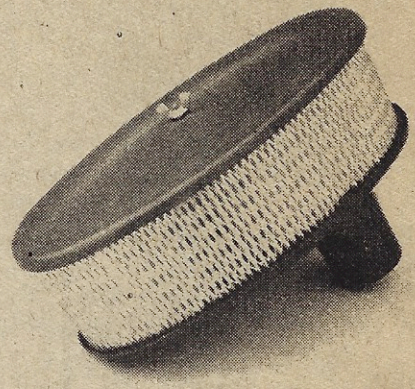
Parts Price Separately $219.77 **Kit Price $200.00**

If you have 2 late type carburetors, ship them with your order and save $20.00. If they are early type, save $10.00.

STAR CORVAIR

AIR FILTERS

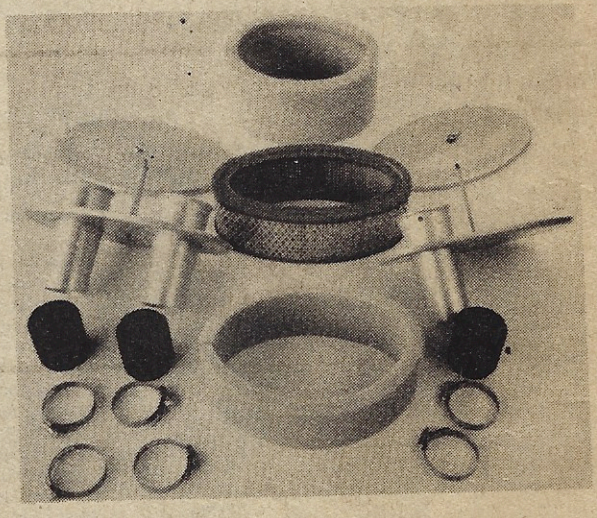




AIR FILTERS
Plain Anodized

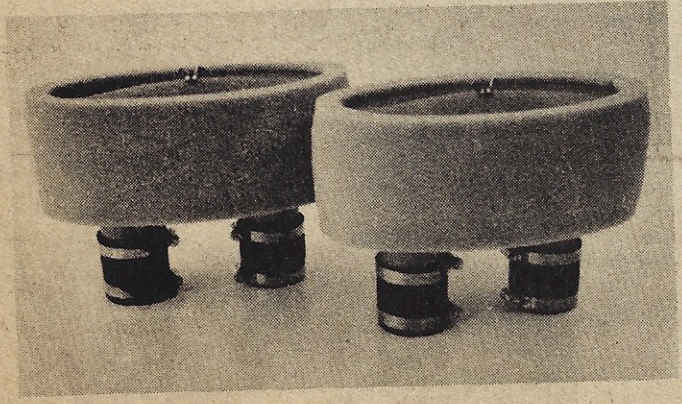
Also Available for 2 Carb Motors
Same Design with Single Velosity Stack

2-160	4 Carb Type Engine (Plain Anodized)	**$85.00 pr.**
2-165	2 Carb Type Engine (Plain Anodized)	**65.00 pr.**



REPLACEMENT PARTS

2-170	Air Filter Only	**4.95 ea.**
2-172	Foam Pre Filter (Wide Type)	**4.00 ea.**
2-173	2¼" Hose for Attaching Air Filter to Carb	**1.00 ea.**
2-153	2¼" Stainless Hose Clamps	**.69 ea.**



DUAL CARB AIR FILTER

Many months of research and Dyno testing went into the development of this air filter. The standard 140 h.p. air filter with paper element was found to reduce h.p. and r.p.m. as much as 50 h.p. and hold engine r.p.m. approximately 5000* r.p.m.

When used with twice as large as stock element h.p. was reduced 40 h.p.

Our new air filter with spun aluminum velosity stacks with rolled edge cost no h.p. at lower r.p.m. ranges and produces more h.p. above 5000* r.p.m. than when engine was checked with no filter at all. The torque was also increased.

This filter was tested without foam pre filter and lost approximately 10 h.p. In our tests, the filter worked better with foam pre filter, which helps keep dust and sand away from paper element.

Tops and bases stamped from aluminum. Velosity stacks are heliarced to base. Air filters are silicone scaled to top and base. Held together with bolt and wing nut. Attached to carbs with 2¼" hose and clamps.

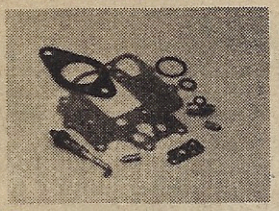
*** These figures are from good, clean, fresh running engines.**

IF YOU DON'T SEE IT. . .ASK FOR IT

☆ STAR CORVAIR ☆

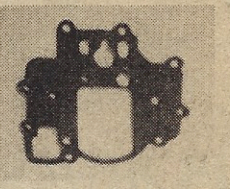
CARBURETOR KITS AND ACCESSORIES

COMPLETE KITS



2-106	60-63	$7.95
2-107	64-69	$7.95

TOP GASKET ONLY



2-108	60-63	$ .75
2-109	64-69	$ .75

ACCELERATOR PUMP

2-110	60-69	$1.95

BASE GASKETS

2-111	60-69	$ .19

INSULATOR BLOCKS

2-112	60-69	$ .89☆

☆No Dealer Discount

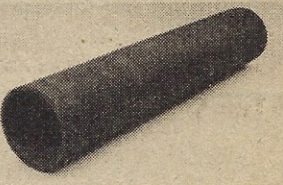
· MACHINED BRASS FUEL INLETS

For 5/16" hose.
For high performance engines with Rochester Carburetor.

2-113	60-69	$2.95

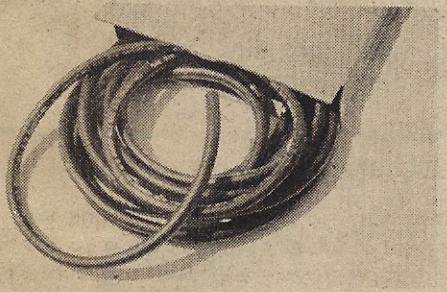
CANVAS WRAP

2¼" hose for carb top to air cleaner.



2-114	(Sold by the foot.)	$4.00

NEOPRENE HOSE



1/4" NEOPRENE HOSE

2-115	(Sold by the foot.)	$ .73

5/16" NEOPRENE HOSE

2-116		$ .75

ROCHESTER JETS

New Brass. Sizes from 46-90.

2-117	State size.	$ .60

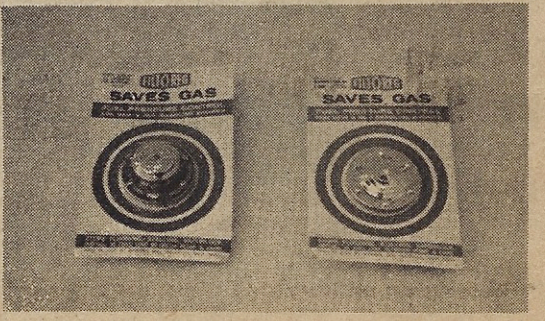
¼ TO 5/16 STAINLESS STEEL HOSE CLAMPS

2-118	¼ to 5/16 stainless hose clamps	$ .46

FUEL PRESSURE REGULATORS

Most fuel pumps (Manuel or Electric) put out more pressure than is necessary. With this problem (especially with off road vehicles) the fuel is forced past the needle and seat, causing a flooding problem. Adding a fuel pressure regulator, between the fuel pump and the carburetors, will help stop this problem.

2-140	Preset	$ 9.95
2-141	Adjustable	$11.95



IF YOU DON'T SEE IT. . .ASK FOR IT

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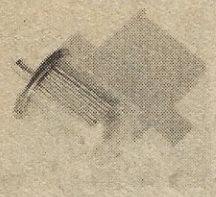
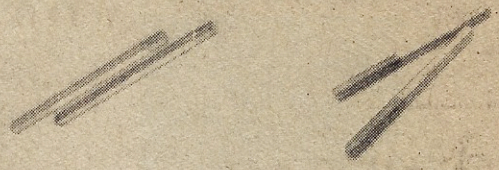
FUEL FILTERS



2-119	Fuel Filter – clear plastic, type ¼"	$3.95
2-120	Fuel Filter – clear plastic, type 5/16"	$3.95

CARBURETOR MOUNTING STUDS



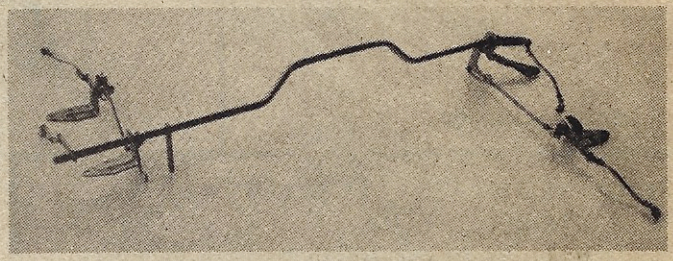
2-121	Long Carb Studs	$ .88☆
2-122	Short Carb Studs	$ .44☆

☆ No Dealer Discount

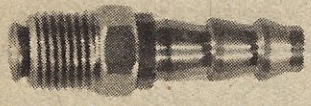
4 CARB - 140 H.P. PROGRESSIVE LINKAGE

All new linkage with all clips and secondary activator. Linkage comes completely assembled. Cad plated to resist rust. Complete instructions on how to synchronize carburetors and install linkage.

2-130 1 Complete 4 Carburetor Linkage Kit **$50.00**



BRASS FUEL FITTINGS (SWIVEL TYPE)

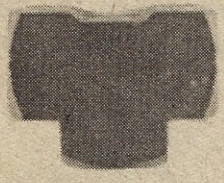


2-131 Brass fuel fitting with swivel. Fits stock carburetor for ¼" neoprene hose. Also fits brass tee on fuel pump. **$1.95 ea.**

BRASS FUEL FITTINGS

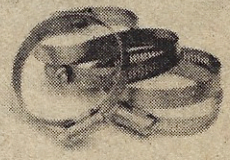
2-132 Brass fittings for ¼" neoprene hose for brass tees. **$ .96 ea.**

BRASS TEES



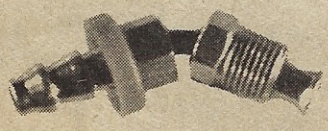
2-133 Brass tees for fuel hose hook up. **$1.90 ea.**

2¼" STAINLESS STEEL HOSE CLAMPS

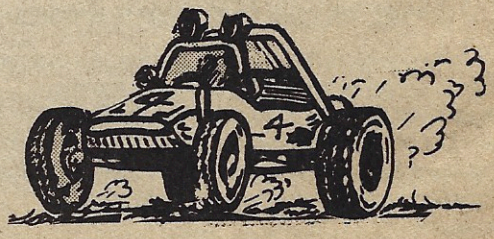


2-153 **$ .69 ea.**

45° ELBOW



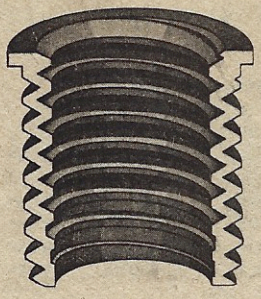
2-134 **$1.95 ea.**



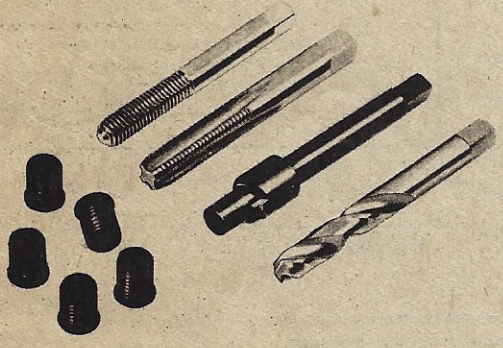
STAR CORVAIR

TIME-SERT®

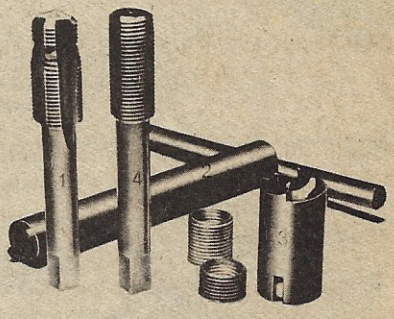
SCREW THREAD INSERTS



THREAD REPAIR KIT



SPARK PLUG REPAIR KIT



THREAD REPAIR FOR ALUMINUM ENGINE

Threaded holes in Corvair engines are often stripped by over tightening. We have a kit for thread repairing that is the latest design. Sizes from distributor cap, hold down screws to spark plug holes. Kit prices include all inserts necessary for job ordered. Standard pack is 5 inserts. Kits numbered below have more than necessary time-serts for job ordered.

2-675	Distributor Braker Plate & 1 Distributor Cap Screw* 8-32 Kit w/ 5 time-serts.	**$17.15**
	*Note 1 hole is 10-32 — Others are 8-32	
2-676	Distributor Cap - 1 Large Hole — 10-32 Kit w/ 5 time-serts	**17.40**
2-677	Valve Cover — Second Design — 4 Hole ¼-20 Kit w/ 10 time-serts	**19.40**
2-678	Valve Cover — First Design — 6 Hole ¼-20 Kit w/ 15 time-serts	**21.10**
2-679	Oil Pan — ¼-20 Kit w/ 20 time-serts	**21.20**
2-680	Carbuerator Hold Down Studs - 2 Carb engine — 5/16-18 Kit w/ 5 time-serts	**19.25**
2-681	Carbuerator Hold Down Studs - 4 Carb engine — 5/16-18 Kit w/ 10 time-serts	**21.40**
2-682	Blower Housing — 5/16-18 Kit w/20 time-serts	**23.20**
2-683	Exhaust Manifold hold down — 3/8 - 16 Kit with 10 Timeserts	**22.80**
2-684	Spark Plug hole - Standard 14MM 14MM kit with 10 Timeserts. Unique design of this kit, spark plug washer seats on fresh surface with insert counter sunk. No more problems with cross threading plugs.	**48.00**

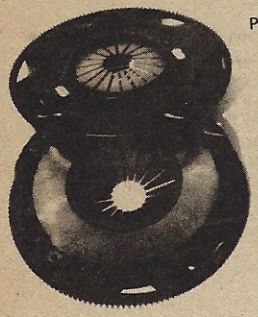
We have insert kits available for all threaded holes in Corvair engines. The Time-Sert works well in cast iron, such as transmissions and rear ends. We also stock metric Time-Sert kits. Bulk prices for all kits and inserts.

☆ STAR CORVAIR ☆

CLUTCHES

CUSTOM BUILT PRESSURE PLATE

Assembled with Heat Treated Diaphram.

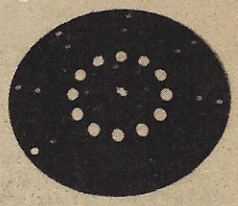


Pressure set from:
1100 lbs. Stock (not sufficient for Buggy)
1800 lbs. Family Buggy or Sand Rail

1-101	Flat Flywheel Stock	– 1100 lbs.	$39.95*
1-102	Flat Flywheel H.D.	– 1800 lbs.	49.95*
1-104	Flat Flywheel Turbo Stock	– 1200 lbs.	39.95*
1-105	Flat Flywheel Turbo H.D.	– 1800 lbs.	49.95*
1-107	Recessed Face Flywheel Stock	– 1100 lbs.	39.95*
1-108	Recessed Face Flywheel, H.D.	– 1800 lbs.	49.95*
1-110	Recessed Face Flywheel Turbo Stock	– 1100 lbs.	39.95*
1-111	Recessed Face Flywheel Turbo, H.D.	– 1800 lbs.	49.95*

***This Part Sold EXCHANGE On Your Rebuildable Part**
If No Exchange Add $10.00

CLUTCH DISCS



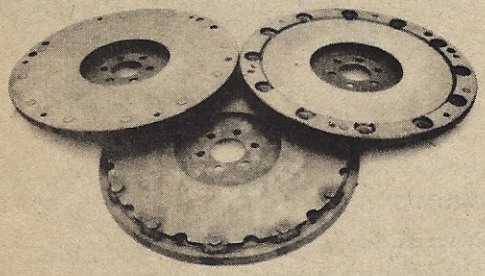
REBUILT 9" CLUTCH DISC

1-113	Rebuilt 9" Clutch Disc	$19.95*

REBUILT HEAVY DUTY 9" CLUTCH DISC

1-114	Rebuilt Heavy Duty 9" Clutch Disc with RX 90 Bonded Lining	$25.95*

This Part Sold EXCHANGE
On Your Rebuildable Part
If No Exchange Add $10.00



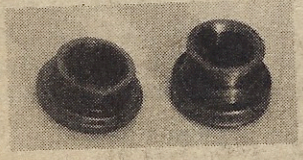
FLYWHEELS

Stock Flywheels are disassembled, cleaned, ground, riveted, aligned and heliarced, then rebalanced.

1-115	Flat Faced	$42.95*
1-116	Recessed Face	$42.95*

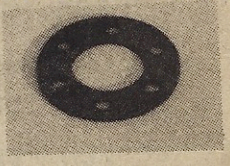
***This Part Sold EXCHANGE ONLY On Your Rebuildable Part**

CLUTCH RELEASE BEARING



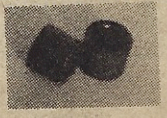
1-117	Flat Crown – Long Collar	$15.95
1-118	Hi Crown – Short Collar	$15.95

FLYWHEEL RETAINER PLATE



1-122	Flywheel Retainer Plate	$1.50☆

BRONZE PILOT BUSHING



1-121	Bronze Pilot Bushing	$1.75☆

SHOULDERED PRESSURE PLATE BOLTS

1-120	Shouldered Pressure Plate Bolts (6 per Pkg.)	$1.75☆

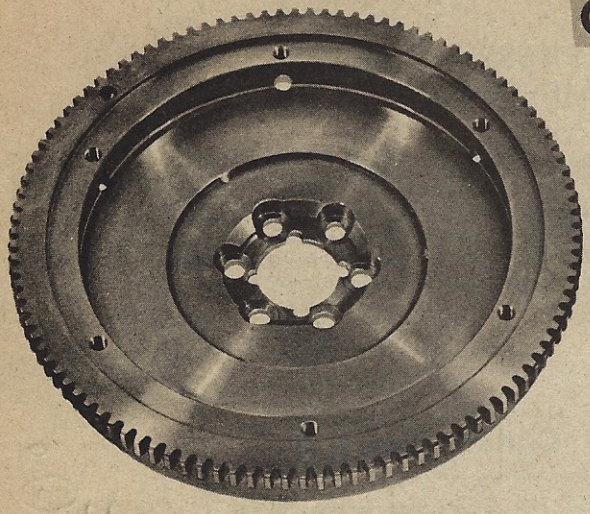
FLYWHEEL BOLTS

1-119	Flywheel Bolts . . (6 per Pkg.)	$1.75☆

IF YOU DON'T SEE IT. . .ASK FOR IT

STAR CORVAIR

CORVAIR - VOLKSWAGEN



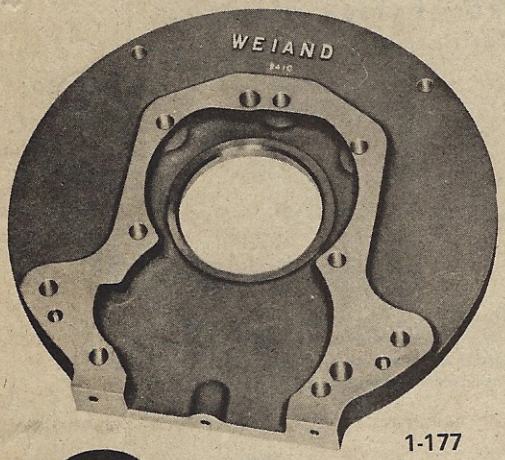
1-176

For stick shift applications *ONLY. DO NOT* use with automatics or semi-automatics. Will not fit 1969 on.

REWORKED NEW FLYWHEELS

WEIAND recommends the use of the 200 mm 1500 VW clutch and flywheel assembly which is stronger than Porsche, and much more suited to this extra Hi-performance installation. Flywheel sold on outright basis. No exchange.

1500-1-176 New flywheel 200 mm 1500 cc **$74.95**

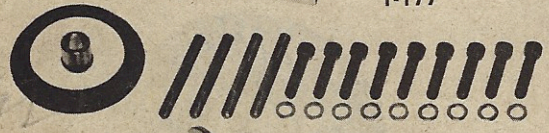


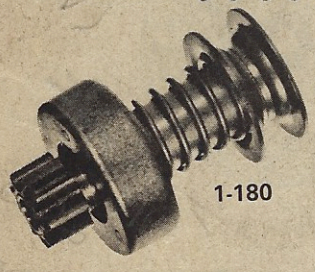
1-177

CORVAIR ENGINE TO VOLKSWAGEN TRANSMISSION

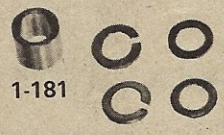
This engine adapter kit installs 6 cylinder Corvair engine into your VW transaxle, Bus Karman Ghia, Porsche or Dune Buggy. All necessary parts, including adapter plate, oil seal, gasket, pilot bearing, all cap screws, washers and complete instruction sheets are included in this kit.

9410-1-177 Corvair engine to VW transmission kit **$78.86**

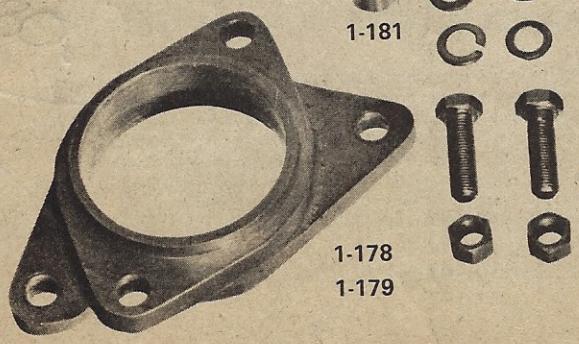




1-180



1-181



1-178
1-179

STARTER ADAPTER

Starter Drive kit for 12 volt includes adapter, special starter drive and instruction sheet. Uses Corvair starter.

9413-1-178	Starter Adapter	**$31.28**
1-180	VW-Corvair Starter Drive	**14.95**
1-181	Bushing Only	**2.95**

Uses 6 volt early 6 cylinder Chevrolet starter to retain VW 6 volt system.

9411-1-179 Starter Adapter **$26.14**

WEIAND

IF YOU DON'T SEE IT. . .ASK FOR IT

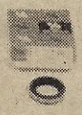
STAR CORVAIR

TRANS GASKET KIT

Includes: Side cover gasket, shifter seal, trans to rear end.

1-144	60-65 – 3 speed	$3.50
1-145	61-65 – 4 speed	3.50
1-146	66-69 – 3 & 4 speed	4.00

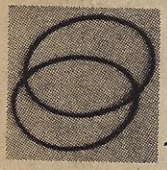
1-130

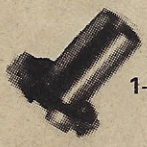

1-132

1-131

1-133

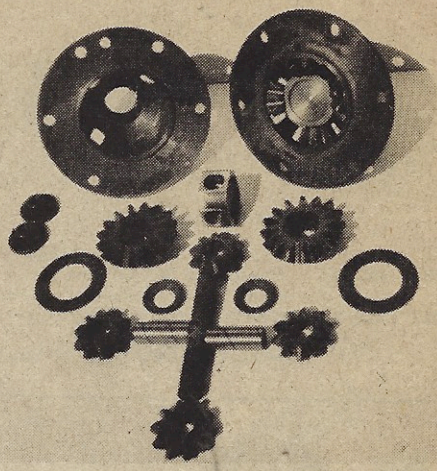
1-134


1-158


1-135

1-130	Trans shifter seal	$1.76
1-131	Rear End Side Adjuster Seal	2.68
1-132	Nose Cone (throw out bearing) Seal (Early)	2.58
1-133	Nose Cone (throw out bearing) Seal (Late)	2.30
1-134	Seal Retainer Ring	1.00
1-135	Nose Cone (throw out collar)	10.95☆
1-158	Side Adjuster O-Ring	1.00
1-159	Top Cover Gasket	1.00

☆No Dealer Discount



4-SPIDER HEAVY DUTY CARRIER

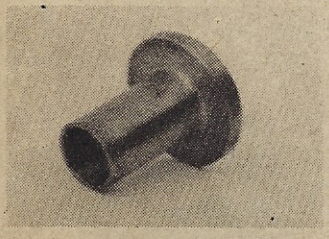
A *must* for off road driving. Sand Buggys, Beach Buggys and Hi Performance Cars. Doubles the strength. Comes complete with 4 spiders, 2 axle gears, 2 short pins, 1 long pin. Center Block & Shims. All gears are heat treated. This Carrier is a stock unit reworked.

1-125	1960	Long Spider	$82.44*
1-126	1961-4	Regular Spider	82.44*
1-127	1963-4	Posi	87.90*
1-128	1965-9	Regular Spider	87.90*
1-129	1965-9	Posi	93.90*

***All Carriers are sold exchange, w/gears & pin. Comes assembled.**

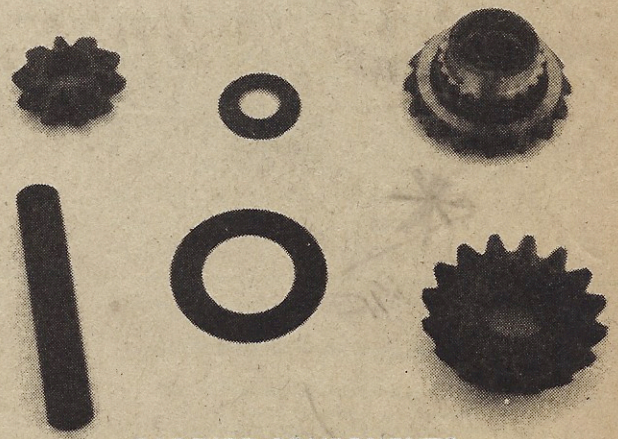
BULLET PROOF NOSE CONE

(THROW OUT COLLAR)



Solid, machined steel nose cone for all standard Corvair rear ends. The most common cause of gear oil leaking from the rear end is a broken or cracked nose cone. 360° machined bearing support uses stock seal and ring - installed same as stock. Cast iron part

1-167 1 Machined Steel Nose Cone **$24.95**



CARRIER COMPONENTS

1-137	Long Pin	$ 4.50☆
1-139	Spider Gear – Small *(Special Heat Treated)*	9.42☆
1-140	Axle Gear – Large *(Special Heat Treated)*	17.64☆
1-141	Axle Gear Shim – Large	.83☆
1-142	Spider Gear Shim – Small	.75☆
1-143	Posi Side Gear	33.30☆

☆No Dealer Discount

IF YOU DON'T SEE IT. . .ASK FOR IT

UNIVERSAL JOINTS (NEW)

1-151	1960-69	Universal Joint Replacement Unit for Shock Application	$ 6.95
1-152	1960-69	Universal Joint Replacement Unit for Hi Performance Cars and Buggys (The Best Joint Yet)	$10.95

STUB AXLES (YOKES) LESS U JOINT

1-169	1960-64	Axle Flange	$12.36☆
1-170	1960-64	Short Stub Axle (Yoke)	20.64☆
1-171	1961-64	Long Stub Axle (Yoke)	20.64☆
1-172	1965-69	Short Stub Axle (Yoke)	29.34☆
1-173	1965-69	Long Stub Axle (Yoke)	29.34☆

☆No Dealer Discount

SUPER YOKES (STUB AXLES)

Remachine late yokes for early 60-64 type transaxle. Stronger design avoids stretch and distortion of yoke. Heat treated to withstand high shock load and horsepower. Sold with U joint straps and bolts.

1-174	Short	$75.00 ea.
1-175	Long	$75.00 ea.

TRANS SHIFTING TUBE SUPPORT (Early)

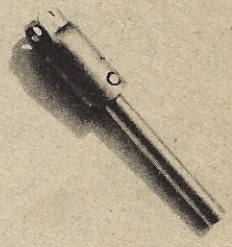
Replace stamped steel bracket with one made twice as strong and will support tube closer to shift tower. This compensates for thicker mounting plates in buggys than in cars.

1-166 $2.50 ea.

NEW SHIFTING COUPLER

SHIFTER PROBLEMS?

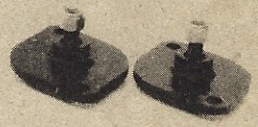
When you are able to get transmission in reverse, first and second, but unable to get third and fourth or you can get first, second, third and fourth but no reverse, chances are your shifting coupler is bad. The rubber is deteriorated and/or the pin hole is worn. The hole should **not** be round, it should be a slot. When the hole is round, this allows the shift tube to roll too far and not move the transmission shifting shaft far enough to engage all gears.



1-164 **$13.50** ☆

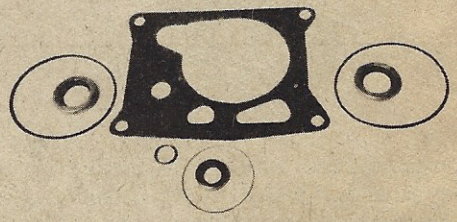
☆No Dealer Discount

SOLID MOUNTS



Mounting the transmission cross member solid and eliminating the stock rubber mounts will stop most clutch chatter. In some cases this will also stop the transmission from jumping out of gear. If clutch chatter continues, the pressure plate is weak and the clutch disc is burnt.

1-165 1 pair Solid Mounts **$15.95**

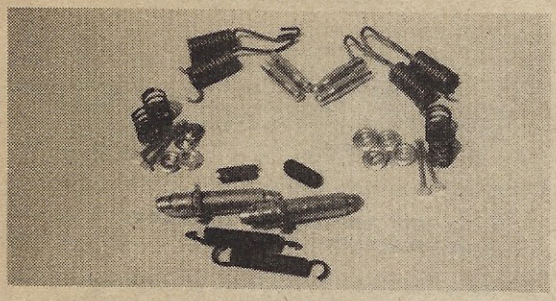


REAR END GASKET KIT

Includes: 2 seals & O-Rings for side adjusters. 2 nose cone seals, top cover gasket and trans to rear end gasket.

1-156	60-65	**$12.60**
1-157	66-69	**$12.60**

STAR CORVAIR



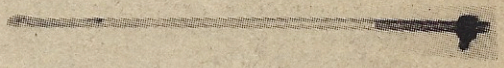
BRAKE SPRING CHANGE OVER KIT

Brake Spring Change Over eliminates self adjusters. Comes with H.D. Racing Springs to resist heat. Large spur for easy adjusting. Includes nails & wheel cylinder pins.

LATE ?

1-203 **$12.95**

ROD & ADJUSTER FOR CLUTCH FORK



1-124 Rod & Adjuster for Clutch Fork **$3.00☆**

CLUTCH RELEASE FORK

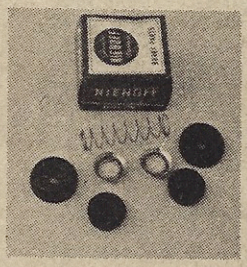
1-123 Clutch Release Fork **$11.95 ☆**

☆No Dealer Discount

NEW WHEEL CYLINDERS

New Wheel Cylinders — Wagner or Bendix 60-64. Rear

1-204 **$17.95**



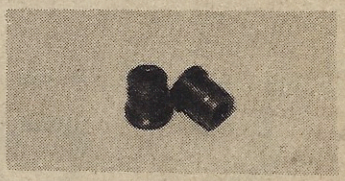
WHEEL CYLINDER KITS

1960-64

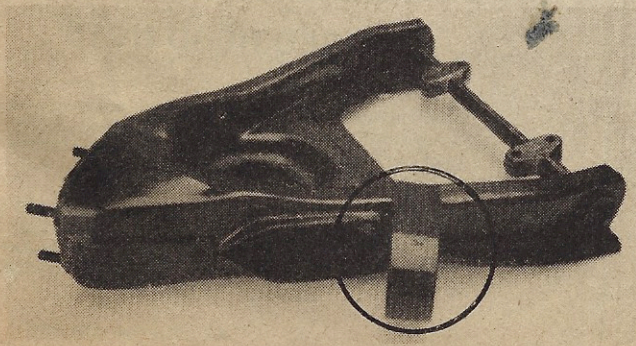
1-206 Front **$3.95**
1-207 Rear **$3.95**

LOWER A-ARM STEEL BUSHINGS

Lower A-Arm Steel Bushings replaces stock. Stops A-Arm walk and wild caster and camber changes. Set of 4.



1-162 **$22.95**



AXLE STRAPS

Axle Straps will stop mass destruction of bell housing & rear end due to U-joint or stub axle failure. Simple to install w/instructions.

1-161 **$4.00**

IF YOU DON'T SEE IT. . .ASK FOR IT

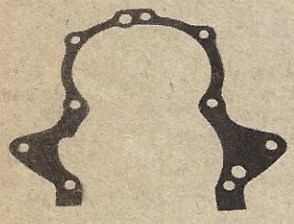
GASKETS & SEALS

FRESHENING UP YOUR CORVAIR ENGINE MEANS TOP QUALITY GASKETS ARE NECESSARY.

2-350	1960	Valve Grind Set (1 side only)	$10.40
2-351	1960	Valve Grind Set (both sides)	19.95
2-352	1960	Complete Engine Gasket Set	32.00
2-353	1961-64	Valve Grind Set (1 side only)	10.40
2-354	1961-64	Valve Grind Set (both sides)	19.95
2-355	1961-64	Complete Engine Gasket Set	32.00
2-356	1965-69	Valve Grind Set (1 side only)	10.40
2-357	1965-69	Valve Grind Set (both sides)	19.95
2-358	1965-69	Complete Engine Gasket Kit (Except 4 - 1 Barrels)	35.00
2-359	1965-69	Complete Engine Gasket Kit (With 4 - 1 Barrels)	41.00
2-360	1960-69	Head Nuts (hardened & plated) (12)	4.50
2-361	1960-69	O-Ring Set (12) for Rocker Arm Studs. 36 for Push Tubes. Aero-Space Silicone. They're Great! They Last!	10.95
2-362	1960-69	O-Ring Set (12) for Rocker Arm Studs. 36 for Push Tubes. Viton	11.95

LOOSE GASKETS

2-363	1960-61	Valve Cover - 6 hole	$1.90 ea.
2-364	1962-69	Valve Cover - 4 hole	1.90 ea.
2-365	1960-69	Blower Housing - set (2)	1.90 set
2-366	1960-69	Gen. - Alt. Housing Gasket (1)	.45 ea.
2-367	1960-69	Distributor Gasket (1)	.25 ea.
2-368	1960-69	Rear Housing Gasket (1)	1.15 ea.
2-369	1960-69	Pan Gasket - cork (1)	5.25 ea.
2-370	1960-69	Bell Housing Gasket	.75 ea.
2-371	1960-69	Oil Cooler Adapter Gasket	.25
2-372	1963-69	Oil Filter Adapter Gaskets - offset for Air Conditioned & Smog Engines. (2)	.60
2-373	1960-69	Small Exhaust Gaskets (6)	3.60
2-374	1965-69	Lg. 140 h.p. Exhaust Gaskets (6)	4.50
2-375	1960-64	Head Gaskets (6)	10.44
2-376	1965-69	Head Gaskets (6)	10.44
2-395	1960-69	Barrell Gaskets	4.44
2-396	1960-69	Copper Barrell Gaskets	8.28



BELL HOUSING GASKET

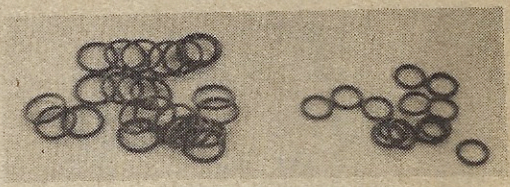
BELL HOUSING & CRANK SEAL

SEALS FOR ENGINE

2-377	1960-69	Crank Pulley Seal (1)	$3.00
2-378	1960-69	Crank Flywheel End Seal (1)	7.20
2-379	1960-69	Oil Cooler Seals (2)	.50
2-380	1960-69	Fuel Pump O-Ring (1)	.66
2-381	1960-69	Engine Vent Tube O-Ring (1)	.35
2-382	1961-65	Van & Wagon Dip Stick O-Ring	.50

** Valve Grind Set for 1 Side Contains:*
3 Head Gaskets — 1 Valve Cover Gasket
6 Rocker Arm Stud O-Rings — 12 Push Rod O-Rings — 3 Exhaust Manifold Donuts — 1 Exhaust Pipe Donut

O-RINGS



SILICONE HI TEMPREATURE "O" RINGS FOR PUSH RODS, TUBES AND HEAD STUDS

Red silicone rubber "O" rings, made for the Aerospace Industry, will withstand tempreatures in excess of 500°. They have been tested for over 3 years under extreme conditions. They stay soft and plyable.

2-383	1 Set - Containing: 24 Push Rod, Tube O Rings 12 Lower Head Stud O Rings and 1 Vent Tube O Ring		$10.95
2-384	2 Sets O Rings	(10% Discount)	19.71
2-385	5 Sets O Rings	(20% Discount)	43.80 ■
2-386	10 Sets O Rings	(25% Discount)	82.12 ■

VITON

Hi-Temperature "O-Rings", for push rod tubes and head studs. These O-Rings replace the stock neoprene ones that GM used. Corvair cylinder head temperatures will run in excess of 350° F. Made of a special rubber compound called Viton. A compound demanded by engine builders.

2-387	1 Set Contains: 24 Push Rod O-Rings, 12 Lower Stud O-Rings, 1 Vent Tube O-Ring.		$11.95
2-388	2 sets O-Rings	(10% Discount)	21.15
2-389	5 sets O-Rings	(20% Discount)	47.80 ■
2-390	10 sets O-Rings	(25% Discount)	89.62 ■

CORVAIR

FLANGED HEAD NUTS

When rebuilding your engine, it is a good practice to change head nuts. Stock head nuts are soft and the threads stretch. These new flanged nuts are case hardened and cad plated to resist rust and corrosion and can be used more than 1 time.

2-391	1 Set - 12 Nuts	$ 4.50
2-392	2 Sets - 24 Nuts	7.50
2-393	5 Sets - 60 Nuts	15.00 ■
2-394	Per 100 Nuts	19.50 ■

■ *No Further Discount*

STAR CORVAIR

CYLINDER HEADS

CYLINDER HEAD WORK

Porting heads to flow more air for better breathing in both intake and exhaust. Helps to build more horse power. Also unshrouding the valves improves the air flow. Flowing more air and higher compression are the first steps to more horse power.

A mild porting job will not cost any noticable loss of low end horse power or torque. Too much porting and the torque in the lower RPM range is reduced.

Our porting on 140 horse power heads will improve air flow approximately 16% on the intake and 40% on exhaust with the unshrouding of valves. The reason for the small increase on the intake is due to the large size of the port and valve.

Porting of the 80 to 110 horse power heads has an increase of approximately 40% for both intake and exhaust. This also includes the unshrouding of the valves.

Polishing and griding the humps from the combustion chamber improves air flow.

When reworking a 140 horsepower engine, it is a must to change the intake seats to a high alloy type seat. Intake seats in these heads will walk lose. Dropped seats are very common. Due to hard use, heat and high RPM. The seat we install is much larger and stays in place. Aluminum silicone bronze guides are a good choice when changing guides. They live a lot longer and dissipate heat much faster.

When raising the compression, which is cutting the gasket seating area down. It is also necessary to mill the whole head at the fin area. Because of the shoulder on the barrel will stop the head gasket from being compressed fully. Without the right amount of pressure on the gasket from the head, the leakage will burn the gasket away and also burn the top edge of the cylinder.

Cutting the complete gasket seat ledge down to the quench area (the half round, flat area by the valves) on 140 horse power heads, this will raise the compression to approximately 10 to 1.

This same work done to 80 horse power and 95 horse power heads will raise the compression to approximately 9.50 to 1. On the 102 and 110 horse power heads it will raise them to approximately 10.50 to 1 - 11 to 1.

If you have spark plug holes that are stripped or the threads in these holes are sloppy or to insure against future problems we can insert them with steel inserts, called time-serts. They lock in and will not come out, even when the engine is hot.

All valve jobs are 3 angle type. This way we can control the width of the seat. To pull a maximum amount of heat from the valve.

VALVE GUIDE REPLACEMENT (WHEN NECESSARY)

Cast Iron	$4.50 ea.	$25.25 (6)	$45.00 (12)
Aluminum Silicone Bronze	6.00 ea.	34.75 (6)	65.00 (12)

CYLINDER HEAD REBUILDING (Stock)

Cylinder heads disassembled and chemically cleaned	$ 15.00 pr.
All valves checked for worn stems maximum .002 valve heads checked for tulip and thickness.	
Seats checked for walking	
Valves resurfaced	
Seats resurfaced - 3 Angle	50.00 pr.
12 new TRW Valve Springs	27.00 set
Heads reassembled, Springs Shimed to correct height	10.00 pr.
	Net $102.00

VALVE SEAT REPLACEMENT (WHEN NECESSARY)

17.50 ea. 60.00 (6)

When welding is necessary because of seat walking and or seat brakage or combustion chamber damage, a price quote at time of receiving head will be made.

CYLINDER HEAD REBUILDING (MODIFIED)

Cylinder heads disassembled and chemically cleaned	15.00
All valves checked for worn stems maximum .0015	
Valve heads checked tulip and thickness	
Valve seats checked for walking	
Valves resurfaced	
Seats resurfaced - 3 angle	50.00
12 hi performance valve springs*	42.48
Cut spring pockets for big springs	35.00
Surface and deck cylinder heads to raise compression	50.00
Port and polish intake and exhaust passages	125.00
Polish combustion chambers, unschroud intake and exhaust valves	50.00
Replace all valve guides with aluminum silicone bronze guides and hone to size	80.00
1 set hardened valve keepers	12.50
Heads assembled, springs shimed to correct height	15.00
	$474.98
	Net $425.00

PRICES FOR REPLACEMENT VALVES - TRW

Intake 80 - 110 H.P.	$ 6.73 ea.	$30.28 set (6)
Exhaust 145 C.I.	10.16 ea.	45.72 set (6)
Exhaust 164 C.I.	11.30 ea.	50.85 set (6)
Exhaust Turbo	10.90 ea.	49.05 set (6)
Intake 140 H.P.	6.94 ea.	31.23 set (6)
Exhaust 140 H.P.	13.06 ea.	58.77 set (6)
Replace 6 intake seats (140 H.P.)■		60.00

** Early heads using small spring, 1.100 require dual springs part # 2-276 & 2-277. Add $20.00 to total.*

■CYLINDER HEAD REPAIR

When welding is necessary because of seat walking and or seat brakage or combustion chamber damage, a price quote at time of receiving head will be made.

All other seats replaced	
1 seat	$17.50 ea.
6 seats	$60.00 ea.

VALVE GUIDES

Aluminum Silicone Bronze Valve Guides

Two years were spent in the development of multispindle gundrilling equipment and quality controls for production of the Aluminum Silicone Bronze Valve Guide

These premium high performance valve guides are precision machined from QQC 465 Alloy 642 aluminum silicone bronze rod 802 or equivalent ASTM spec. This is the same material used exclusively in aircraft air-cooled engines. Production is held to exacting tolerances of 0.0002" on all OD to ID. Dimensions and concentricity of OD and ID is held to 0.0015". All parts are micro finished with quality control checks held twice during production. These valve guides resist cracking, offer greater heat dissipation, reduce friction, increase valve life and improve efficiency. They are recommended for general replacement use and specifically when engines are being modified for competition.

VALVE GUIDES - ALUMINUM SILICONE BRONZE

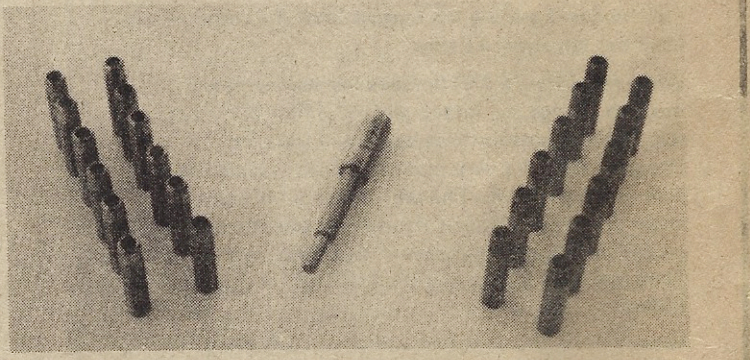
These guides are standard size. Also available oversized. GM used a guide like this in the turbo charged engines for the exhause valves.

2-250	6 Standard Aluminum Silicone Bronze Valve Guides	**$18.00**
2-251	12 Standard Aluminum Silicone Bronze Valve Guides	**32.00**
2-252	6 .002 Oversized Aluminum Silicone Bronze Valve Guides	**21.00**
2-253	12 .002 Oversized Aluminum Silicone Bronze Valve Guides	**40.00**
2-254	6 .005 Oversized Aluminum Silicone Bronze Valve Guides	**21.00**
2-255	12 .005 Oversized Aluminum Silicone Bronze Valve Guides	**40.00**
2-256	6 .008 Oversized Aluminum Silicone Bronze Valve Guides	**24.00**
2-257	12 .008 Oversized Aluminum Silicone Bronze Valve Guides	**45.00**
2-258	Hand Held Installation Tool	**5.00**
2-259	Moly Lube for Guides	**.75**

CAST VALVE GUIDES (STOCK REPLACED)

These guides are precision machined cast iron guides. Worn guides keep valves from seating properly. The time to replace guides is when you have heads off and are freshening up your engine.

2-260	6 Standard Cast Iron Valve Guides	**$ 9.90**
2-261	12 Standard Cast Iron Valve Guides	**18.24**
2-262	6 .002 Oversized Cast Iron Valve Guides	**11.50**
2-263	12 .002 Oversized Cast Iron Valve Guides	**21.84**
2-258	Hand Held Installation Tool	**5.00**
2-259	Moly Lube for Guides	**.75**

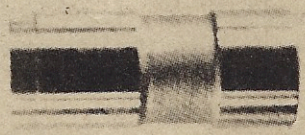


VALVE LIFTERS

HYDRAULIC VALVE LIFTERS
(A Brief Explanation on why You May Have Been Having Problems Adjusting Valves)

Corvair engine blocks and heads are all aluminum and will expand (grow) approximately .075 in width. When you install after market hydraulic lifters*, you can adjust them ¼ to ½ turn after excess lash has been removed. Adjusting them ¾ or 1 full turn, as most shop manuals state, will cause the valves to not seat fully. After market* and anti pump-up* lifters do not have as deep of hydraulic stroke as do GM lifters. Adjusting the valves cold ½ turn, when the engine is first started, the engine is quiet and relatively free of valve train noise. As the engine warms up and expands, the valve train gets clicking noises, which is **excessive** valve lash. Readjusting while engine is hot or running to ¼ or ½ turn will smooth out the idle and quiet valve noise. When engine is cold and restarted, it will not idle smoothly due to valves not seating properly because of short internal stroke of lifter, until engine has had time to expand.

** After market stock lifters and after market anti pump-up racing lifters do not have the long internal hydraulic stroke, suited for the Corvair. Only genuine General Motors hydraulic lifters have this design.*



HYDRAULIC VALVE LIFTERS

The best hydraulic lifter for a stock engine is original equipment from GM.
We highly recommend these lifters as they have the necessary interal travel for quiet, smooth operation.

2-284 Set of 12 HL54 GM Lifters **$42.00**

HIGH PERFORMANCE
ANTI PUMP UP LIFTERS FROM GM

This hydraulic lifter has the necessary internal stroke suited for the Corvair with expansion problems due to heat when adjusted one (1) full turn after excess lash is removed, hot or cold. No rocker arm rattle. A soft stock valve spring will allow the lifter to float, which is the lifter leaving the cam lobe at high rpm. This is what causes lifter pump up. 100 pounds seat pressure closed, 300 to 325 pounds open is suggested, using our Hi-Rev Valve Springs (part 2-283). Valve train will remain stable to 8000 rpm. Internal parts hard chromed for longer life. **(NOT RECOMMENDED WITH STOCK SPRINGS)**

2-285 1 set (12) HL 66 GM Lifters* **$46.00**

* NOT RECOMMENDED WITH STOCK SPRINGS

VALVE SPRINGS

VALVE SPRINGS FOR LATE MODEL & HIGH PERFORMANCE EARLY HEADS

The stock installed height is 1.687 or 1-11/16 inches. These springs can be used in all stock engines with the installed height of 1.687. This will give 100 lbs. approximately, on the seat (valve closed) 240 lbs. (valves open, checked with .450 lift. The valve train will be stable to over 6000 r.p.m. ▲

HI REV

The best spring we have. When installed at 1.750 or 1¾ inches requires cutting the spring pockets .0850 a little over 1/16 inch. With a seat pressure of 100 lbs. (valve closed) and 300 lbs. open, at 450 tho lift. 320 lbs. at 500 tho. lift. This will stabilize the valve train up to 7500 r.p.m.

2-282	12 Stock Hi Performance Springs with Damper	$27.00
2-283	12 Hi Rev Springs with Damper	42.48☆
2-277	12 Steel Retainer - Hi Performance	6.50
2-279	12 pair Stock Locks (Keepers)	2.50
2-280	12 pair Hardened Locks (Keepers)	12.95
2-281	36 Shims for setting Springs to Correct Height	3.50

▲ *These figures are from good clean running engine.*

VALVE SPRINGS FOR EARLY MODEL HEADS

The 1960 and 1961 80 H.P. cylinder heads used a valve spring installed at 1.500 or 1½ inches. 1.100 diameter which will give you approximately 60 pounds seat pressure and 150 pounds open. With this low pressure rpm's of the engine are held to below 5000. *There are no springs available to raise this pressure without cutting the spring pocket and installing a longer spring. Cutting the spring pocket .1250 or 1/8 inch and using our part (2-276) and the later retainer, part (2-277) will raise the seat pressure to 125 pounds closed on the seat and 260 pounds open. With this modification it is possible to turn the engine over 6000 rpm.

2-275	1960-61	12 Stock Replacement Springs	$15.00
2-276	1960-61	**12 Dual Spring (Inner & Outer)	35.00
2-277	"	12 Spring Retainers H.P. Steel	6.50
2-278	"	12 Spring Retainers Aluminum	12.00
2-279	"	12 Pair Stock Locks (Keepers)	2.50
2-280	"	12 Pair Hardened Locks (keepers)	12.95
2-281	"	1 pk. 36 Shims (For setting the springs to correct height)	3.50

* *These figures are from good clean running engine.*

** *Check machine shop services for cutting spring pockets.*

☆No Dealer Discount

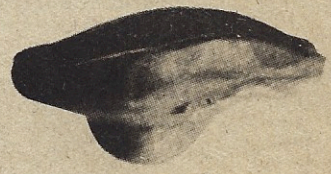
CORVAIR VALVES

Part No.			Price	
	1960-63	145 C.I.		
2-288	Intake	V2400X	$6.73	
2-289	Exhaust	AS2402	10.16	or AS2403 $11.30
	1962-63	145 C.I.	Turbo	
2-288	Intake	V2400X	6.73	
2-290	Exhaust	SX2401	10.90	
	1961-63	145 C.I.	P.U. & Van	
2-288	Intake	V2400X	6.73	
2-291	Exhaust	AS2403	11.30	Rotor Type
	1965-69	164 C.I.		
2-288	Intake	V2400X	6.73	
2-289	Exhaust	AS2402	10.16	
	1964-66	164 C.I.	Turbo	
2-288	Intake	V2400X	6.73	
2-290	Exhaust	SX2401	10.90	
	1964-65	164 C.I.	P.U. & Van	
2-288	Intake	V2400X	6.73	
2-291	Exhaust	AS2403	11.30	Rotor Type
	1965-69	140 H.P. - 164 C.I. - 4/One Barrel Carbs		
2-292	Intake	V2554	6.74	
2-293	Exhaust	AS2553	13.06	

ROCKER ARMS

When rebuilding your engine, it is necessary to check Rocker Arms for wear at all three points of contact. Also check pivot ball for galling. They have worn through case hardening if you can see a rough ring on ball surface. Adjusting nuts can be used only so many times before they will back off and rockers begin to rattle.

2-287 12 Rocker Arms - 12 Pivot Balls - 12 Lock Nuts From TRW $37.44



HEAT TREATED ROCKERS

Case hardened to our specs. for longer life and to resist galling from high spring pressure and hi r.p.m.

2-294 12 Hardened Rocker Arms - 12 Hardened Pivots 12 Lock Nuts $49.95

STAR CORVAIR

STAR CAMS

PERFORMANCE CAMS
Ground for us by
Howard Cams - Los Angeles

When selecting a camshaft, it is very important to take a look at what you are trying to accomplish. The longer the duration of the cam, (which means the time the valve is open) the less low rpm torque and horse power.

A camshaft with 296° duration and .510 lift at low rpm, torque and horsepower is poor and does not start making horsepower until about 4500 rpm*, reaching its peak horsepower at 6000 rpm*, steady to over 7500 rpm*.

A cam with 276° duration and .480 lift has a better and lower torque and horsepower range starting at about 4000 rpm* with peak horsepower at 5000 rpm* up to 7500 rpm*. It has a much better torque and horsepower curve.

A cam 270° duration and .4500 lift is a lower torque cam with horsepower and torque starting at 3000 rpm* peak horsepower at 5000 rpm* steady to over 7000 rpm*.

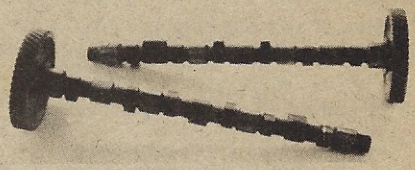
The higher net gain in horsepower means a narrower power band of usable horsepower.

**These tests were run on a Chassis Dyno and in the sand with a clean running engine using our Hi-Rev Springs (2-283).*

2-459	1960-63	270°	.450	Regrind◆	**$50.00◆**
2-460	1960-63	270°	.450	New Billet	**79.50**
2-461	1964-69	270°	.450	Regrind◆	**50.00◆**
2-462	1964-69	270°	.450	New Billet	**79.50**
2-463	1960-69	276°	.480	New Billet	**79.50**
2-464	1964-69	276°	.480	New Billet	**79.50**
2-465	1960-63	296°	.510	New Billet	**79.50**
2-466	1964-69	296°	.510	New Billet	**79.50**

◆ Due to extreme scarcity of regrindable cams it is necessary to ship us your regrindable cam for inspection. Your cam must be regrindable.

STOCK CAMS & TIMING GEARS



STOCK CAMS - NEW FROM GM

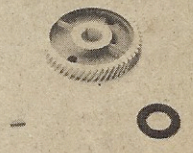
2-450	1960-63	Hi Performance and Turbocharged (New)	**$49.95 ☆**
2-451	1960-63	Non Hi Performance and Turbocharged (New)	**49.95 ☆**
2-452-A	1964-69	Hi Performance Automatic Transmission	**49.95 ☆**
2-452-B	1964-69	Non Hi Performance Standard Transmission	**49.95 ☆**
2-453	1964-69	Hi Performance, 4 - 1 Barrel Carburetor and Turbo Charger (New)	**49.95 ☆**

STOCK CAMS REGROUND

Cams are precision ground and parkerized. Shipped complete with gear.

2-454	1960-63	Reground with gear. (Exchange Only)	$17.95*
2-455	1964-69	Reground with gear. (Exchange Only)	17.95*

**Due to extreme scarcity of regrindable cams it is necessary to ship us your regrindable cam for inspection. Your cam must be regrindable.*



TIMING GEAR (ALUMINUM)
GM Shop manual says .002 to .004 backlash.

2-456	1960-69	Cam Gear	$17.95

THRUST WASHER - NEW - GM

2-457	1960-69	Thrust Washer	$ 1.00

CAM KEY (WOODRUFF KEY)

2-458	1960-69	Cam Key	$ .35

** Ship Exchange Cam with Gear*
Core Charge - $20.00

☆No Dealer Discount

HOWARD CAMS

Part No.	Price	Grind No.	Timing	Valve Lash	Valve Lift	Duration	General Description
2-468	$79.50	293	1.31-65 E.65-31	.000	439	276°	Good all around cam. Lots of mid range fro street, sandbuggies, etc. OK for powerglide with well set up engine.
2-469	$79.50	310	1.33-67 E.67-33	.000	465	280°	Strong mid range and top end. Designed for slaloms, sprint and drag racing in well set up engine.
2-470	$79.50	328-310	1.35-90 E.77-23	.000	492 465	305° 280°	Designed for Turbo charged engine only. Works excellent.
2-471	$79.50	328	1.45-80 E.80-45	.000	492	305°	All out drag racing only. Must have the best of everything to work, top end power only
2-472	$79.50	335	1.39-75 E.75-39	.000	536	296°	Our most popular cam for the Corvair, on and off road. Stick shift cars only. Broad power range.

ZERO OVERLAP?

IF YOU DON'T SEE IT. . .ASK FOR IT

STAR CORVAIR

CRANKSHAFTS

PRECISION CRANKSHAFT GRINDING

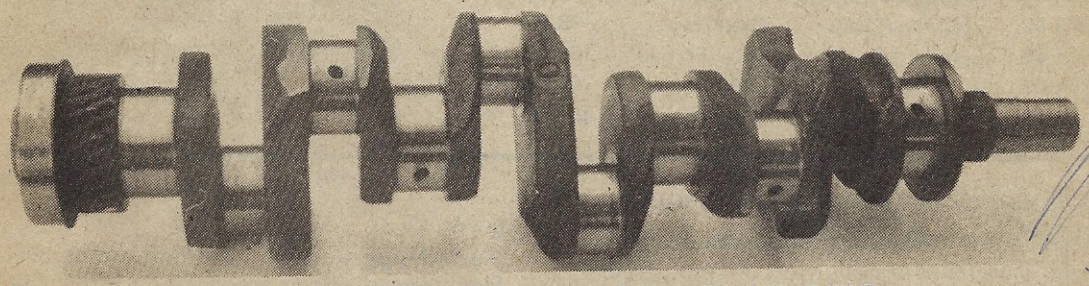
You ship us your grindable crankshaft, we will have it magnafluxed and reground to the next size smaller 10-10-20-20-30-30, wherever it will clean up and supply you with a set of bearings, rods and mains.

Clean & Magnaflux your Crank	**$15.00**
Re-grind your Crank	**28.10**
1 Set Rod Bearings (6)	**33.66**
1 Set Main Bearings	**41.27**
List Price	**118.03**
25% Discount	**88.52**

HI PERFORMANCE CRANSHAFT GRINDING

You ship your grindable crankshaft to us, we will have it mangnafluxed and re-ground to the next size smaller. 10-10-20-20-30-30. The crankshaft will be Tufftrided*, all oil holes champhered, all jornals micro polished. We will supply one set Rod Bearings, one Main Set.

Clean & Magnaflux your Crank	**$15.00**
Re-grind your Crank	**28.10**
Tufftride* your Crank	**60.00**
Champhere & Micro Polish your Crank	**15.00**
1 Set Rod Bearings (6)	**33.66**
1 Set Main Bearings	**41.27**
List Price	**193.03**
25% Discount	**144.77**



$130.00 EACH

TUFFTRIDED CRANKSHAFTS

To improve the fatigue strength and wear properties of crankshafts and other engine components, the Automotive Industry as a whole, has shown increased interest in a new method of hardening known as Tufftriding. This is particularly true in highly loaded engines available from most vehicle manufacturers.

The Tufftriding process produces a very thin and especially hard layer on the surface of the crankshaft. This layer is known as the "compound zone" and in low to medium alloy steels has a nominal depth of 0.0005". During the process, a secondary layer is formed known as the "diffusion zone." This is nominally 0.020" deep depending upon the alloy and the length of time in the Tufftriding bath. The "compound zone" provides for resistance to wear, whereas the "diffusion zone" improves fatigue and endurance properties.

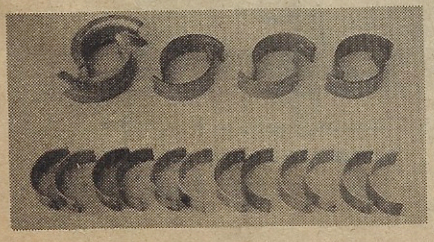
A simple non-destructive chemical spot test can be used to determine whether a crankshaft or other engine components have been hardened by the Tufftriding process.

Apply a drop of 10% solution of copper ammonium chloride to the surface to be examined. The solution is light blue in color and can usually be obtained from a pharmacy. If the part is Tufftrided, the solution will retain its color. If the surface being checked has not been Tufftrided, or if the thin hard surface (compound zone) has been removed as the result of regrinding or abrasion, the solution will change to a reddish-brown within a few seconds after application.

A mechanical method is a simple file test. If anysurface of the crankshaft can be filed without effort, it can be assumed the shaft has not been Tufftrided. The file test should be performed on areas other than the journal diameters, since a Tufftrided crankshaft will show this same hardness throughout its entire length and on all surfaces.

Other hardening methods employed are confined, for the most part, to the journals only.

ENGINE BEARINGS -- Rods & Mains



Engine bearings are available in four (4) brands, T.R.W. (Clevite), Michigan, Federal Mogal, and Sealed Power. Rod Bearings available in Std., 1, 2, 10, 20, 30. Main bearings available in Std., 2, 10, 20, 30.

NOTE: State Brand and Size (Std., .010, .020, .030) desired when ordering First and Second Choice

RODS W/25% DISCOUNT		MAINS W/25% DISCOUNT	
Std.	**$20.88**	Std.	**$24.66**
1, 2	**23.35**	2	**24.66**
10, 20, 30	**25.25**	10, 20, 30	**30.95**

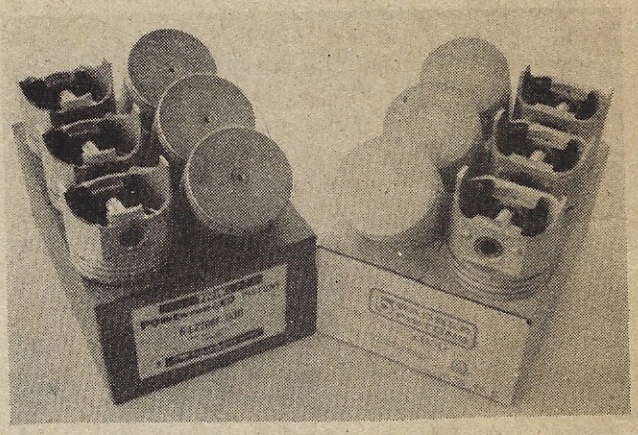
IF YOU DON'T SEE IT. . .ASK FOR IT

STAR CORVAIR

PISTONS

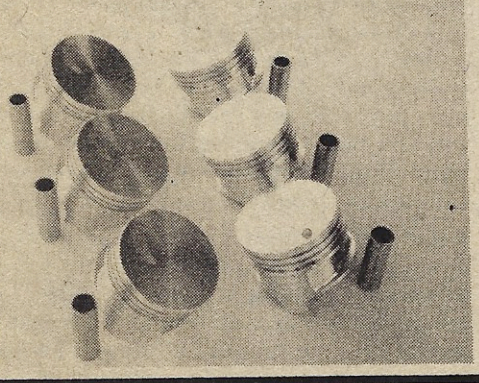
NEW PISTON'S CAST & FORGED FOR THE FRESHENING UP OF YOUR ENGINE

2-300	1960-	Standard Bore	Cast Only	$ 74.30
2-301	1960	.030 Over Bore	Cast Only	74.30
2-302	1960	.040 Over Bore	Cast Only	74.30
2-303	1960	.060 Over Bore	Cast Only	74.30
2-304	1961-63	Standard Bore	Cast Only	74.30
2-305	1961-63	.030 Over Bore	Cast Only	74.30
2-306	1961-63	.040 Over Bore	Cast Only	74.30
2-307	1961-63	.060 Over Bore	Cast Only	74.30
2-308	1964-69	Standard Bore	Cast Only	78.16
2-310	1964-69	.030 Over Bore	Cast Only	78.16
2-311	1964-69	.040 Over Bore	Cast Only	78.16
2-312	1964-69	.060 Over Bore	Cast Only	78.16
2-313	1964-69	Standard Bore	TRW Forged	106.05
2-315	1964-69	.030 Over Bore	TRW Forged	106.05
2-317	1964-69	.060 Over Bore	TRW Forged	106.05



FORGED RACING PISTONS (3-9/16 BORE)

This precision machined piston, forged from the finest aluminum, is the result of many years of piston manufacturing and race testing. This forged piston is suited for turbocharged, supercharged, fuel injected, alcohol, blown gas, carbureted or street driven engines.



2-318
3-9/16 Forged Pistons - Moly Rings and Chromoly Pins. 6 Forged Racing Pistons - 6 Chromoly Pins - 1 Set Piston Rings. Top ring moly filled Second ring cast iron. Bottom ring is stainless steel chrome oil control ring
Net $318.26

2-321
3-9/16 Forged Pistons with Standard Pins - Rings same as above.
Net $294.28

2-322
3-9/16 Moly Ring Set Only **Net $ 50.00**

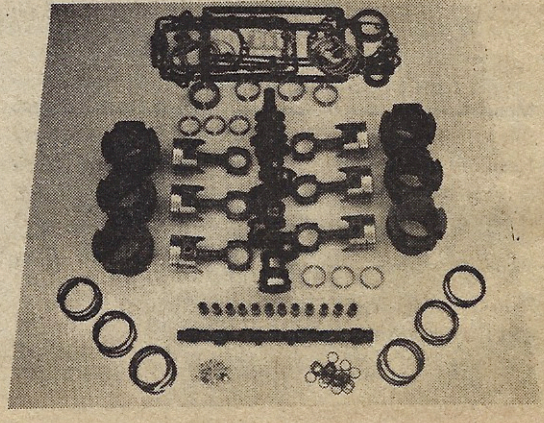
2-323
Bore 6 cylinders 3-9/16 and hone for moly rings (You supply cylinders) **$ 60.00**

FORGED RACING PISTONS AVAILABLE IN ALL CORVAIR SIZES UP TO 3-5/8.

SHORT BLOCK ENGINE KITS

Available in many price brackets, ranging from low cost stock to high performance and off-road applications. Quality parts that everyone can afford.

For Information Call Or Write



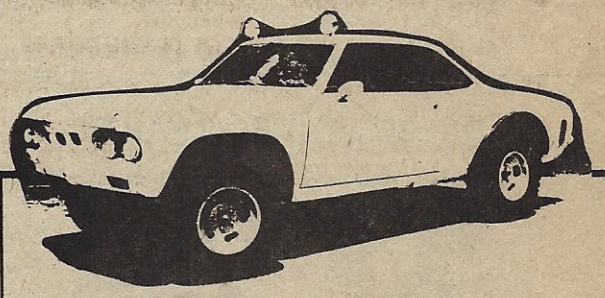
IF YOU DON'T SEE IT. . .ASK FOR IT

STAR CORVAIR

PISTON RINGS

PISTON RINGS FOR JUST FRESHENING UP
CAST TO THE BEST TRW MOLY RING

2-200	1960	Standard Bore	Cast	$23.75
2-201	1960	.030 Over Bore	Cast	23.75
2-202	1960	.040 Over Bore	Cast	23.75
2-203	1960	.060 Over Bore	Cast	23.75
2-204	1960	Standard Bore	Chrome	31.53
2-205	1960	.030 Over Bore	Chrome	31.53
2-206	1960	.040 Over Bore	Chrome	31.53
2-207	1960	.060 Over Bore	Chrome	31.53
2-208	1960-63	Standard Bore	Cast	23.75
2-209	1961-63	.030 Over Bore	Cast	23.75
2-210	1961-63	.040 Over Bore	Cast	23.75
2-211	1961-63	.060 Over Bore	Cast	23.75
2-212	1961-63	Standard Bore	Chrome	31.53
2-213	1961-63	.030 Over Bore	Chrome	31.53
2-214	1961-63	.040 Over Bore	Chrome	31.53
2-215	1961-63	.060 Over Bore	Chrome	31.53
2-216	1961-63	Standard Bore	Moly	48.08
2-217	1961-63	.030 Over Bore	Moly	48.08
2-218	1961-63	.040 Over Bore	Moly	$48.08
2-219	1961-63	.060 Over Bore	Moly	48.08
2-220	1961-63	Standard Bore	Cast	23.75
2-222	1964-69	.030 Over Bore	Cast	23.75
2-223	1964-69	.040 Over Bore	Cast	23.75
2-224	1964-69	.060 Over Bore	Cast	23.75
2-225	1964-69	Standard Bore	Chrome	31.53
2-227	1964-69	.030 Over Bore	Chrome	31.53
2-228	1964-69	.040 Over Bore	Chrome	31.53
2-229	1964-69	.060 Over Bore	Chrome	31.53
2-230	1964-69	Standard Bore	Moly	48.08
2-232	1964-69	.030 Over Bore	Moly	48.08
2-233	1964-69	.040 Over Bore	Moly	48.08
2-234	1964-69	.060 Over Bore	Moly	48.08



CONNECTING RODS

RECONDITION RODS

When rebuilding your engine, it is necessary to check rods to make certain they are not out of round or stretched, as they will not hold bearing securely if the back side of bearing is dark or partly darkened. This is an indication that bearing is trying to spin in the rod. Resizing the bearing end is necessary.

Send Us YOUR Six Rods For Resizing

Resize 6 Corvair Rods **$35.00□**

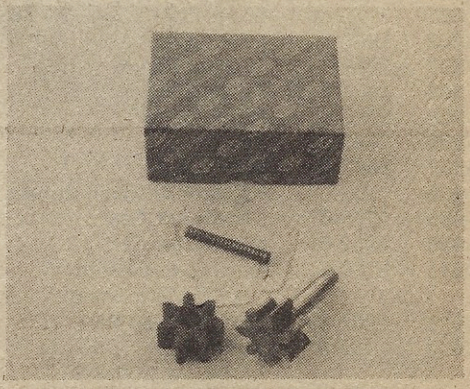
ROD WORK FOR HIGH PERFORMANCE ENGINES

Rod work for high performance engines, include:

Magnaflux Check for Cracks	**12.00**
Shot Peening for Strength	**16.00**
Resizing of Bearing End	**35.00**
New Bolts and Nuts	**12.98**
Balance 6 Rods	**20.00**
Above Services Performed On YOUR Six Rods	**95.98 □**
Side Grinding Rods To Eliminate Cracks and Removing Forge Line Makes A Stronger Rod	**28.00□**

□No Discount On Labor

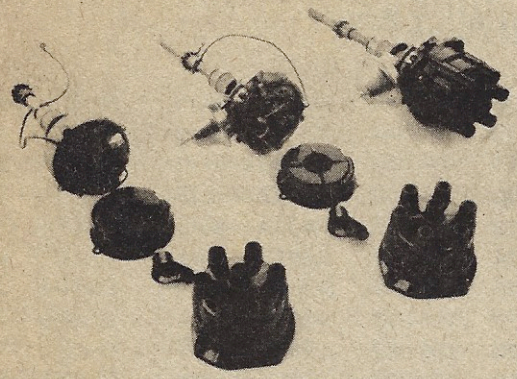
OIL PUMP REBUILDING KIT



This fine kit has 2 new gears. Check relief valve spring and gaskets with instructions.

2-426 1960-69 Oil Pump Kit **$7.95 ea.**

DISTRIBUTORS



2-620	Double Bronze Bushing Distributor Complete 13° Distributor - 26° Crank	$55.00*
2-621	Double Bronze Bushing Distributor Complete 14° Distributor - 28° Crank	55.00*
	Complete Stock of rebuilt Double Bushing Distributors with bacuum chambers. All set up with cap and rotor. Specify year and model	55.00*

(*This Part Sold EXCHANGE ONLY)

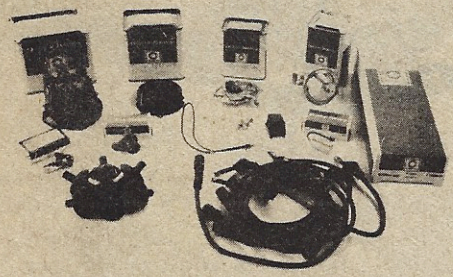
REWORKED CORVAIR DISTRIBUTORS

Due to the fact that the stock distributor has only one bronze bushing at the top of the housing, they wear out very fast. The cam in the distributor is allowed to wobble around uncontrolled and cause the points to float. We have re-machined the distributor housing, installed 2 bronze bushings. One at the top and one at the bottom. Reworking the breaker plate and welding the advance plate solid, have eliminated the vacuum chamber. The distributor is total centrifical advance. It has a steady advance curve. This stops most ping and lower R.P.M. rattle, even with high compression. Distributors are set to 13° or 14° distributor advance and 26° or 28° at the crank with 10° or 8° initial (the engine is much easier to start and also stope the breaking of starter nose cones, caused by engine kicking back during starting.)

This will give you 34° or 36° total advance at 3500 R.P.M. Distributor is assembled with Delco points, condensor, rotor, dust shield and cap. It has been set up on a distributor machine and checked to 7000 R.P.M.

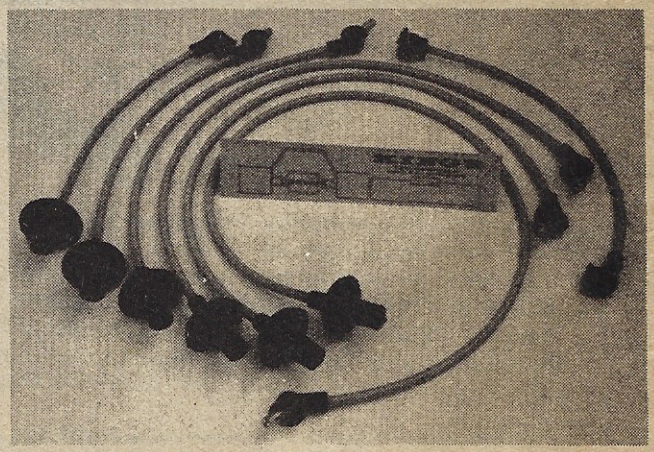
It does not take a master mechanic to install or to change the points and condensor. We have tested these distributors up to 7500 R.P.M., with no missing or point float. Tested in buggy engines for over 2 years with no problems.

DELCO IGNITION PARTS



2-600	1960-69	Plug Wires - Set	$9.95
2-601	1960-69	Spark Plug Boots - Set (6)	6.60
2-602	1960-61	Ignition Points	4.25 ea.
2-603	1962-69	Ignition Points	3.25 ea.
2-604	1960-69	Condensor	1.35 ea.
2-605	1960-61	Rotor	2.25 ea.
2-606	1962-69	Rotor	1.35 ea.
2-607	1962-69	Dust Shield	1.75 ea. ☆
2-608	1962-69	Vacuum Advance Rubber Boot	.95 ea.
2-609	1960-61	Distributor Cap	$5.50 ea.
2-610	1962-69	Distributor Cap	4.50 ea.
2-611	1960-61	Ignition Lead Wire W/Rubber Stopper	.75 ea.
2-612	1962-69	Ignition Lead Wire	.75 ea.
2-613	1962-64	Turbocharger Pressure Retard Actuator	8.30 ea.
2-614	1965-66	Turbocharger Pressure Retard Actuator	8.00 ea.
2-615	1960-61	Vacuum Advance Control Unit	4.38 ea.
2-616	1961-69	Vacuum Advance Control Unit	4.02 ea.
2-617	1965-68	W/4 barrel carbs. 140 h.p. Vacuum Advance Control	4.22 ea.

☆ No Dealer Discount



SILICONE PLUG WIRES

High performance ignition systems with hot coils need better plug wires to prevent spark leakage. Silicone plug wires have heavy metal ends and good G.M. boots. Available in carbon core (suppression) and copper core.

2-630	Carbon	$24.95
2-631	Copper	$24.95

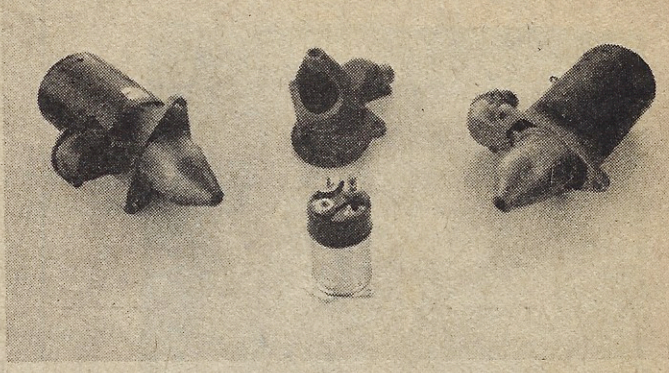
IF YOU DON'T SEE IT. . .ASK FOR IT

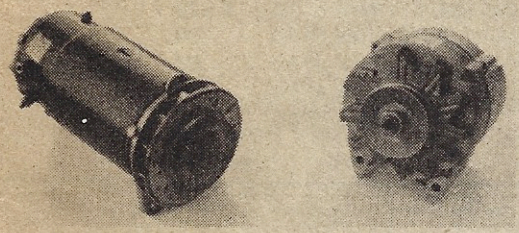
STARTERS – GENERATORS – ALTERNATORS

REBUILT STARTERS - EXCHANGE

2-560	1960	Starter (1) (2) (3)	$21.95
2-651	1961-69	Starter (1) (2) (3)	21.95
2-652	1960-69	Solenoid (4)	9.95
2-653	1960	Nose Cone (Non G.M.)	11.95
2-654	1961-69	Nose Cone (Non G.M.)	11.95
	1961-69	Nose Cone (New) (G.M. W/Seal)	19.80

(1) Starters shipped without Solenoid
(2) Exchange starter with cracked or broken nose cone add $6.00
(3) With no exchange add $12.00
(4) Solenoid core charge add $3.00





REBUILT GENERATORS & ALTERNATORS

2-660	1960-61	Short type Generator (1) (2)	$21.95
2-661	1961-64	Long type Generator (1) (2)	21.95
2-662	1965-69	Standard Alternator - 32 Amp (3)	26.95
2-663	1965-69	Hi Amp Alternator - 55 plus Amp (3)	38.95

(1) Core Value $6.00
(2) Exchange generator with broken end add $4.00
(3) Core Value $15.00

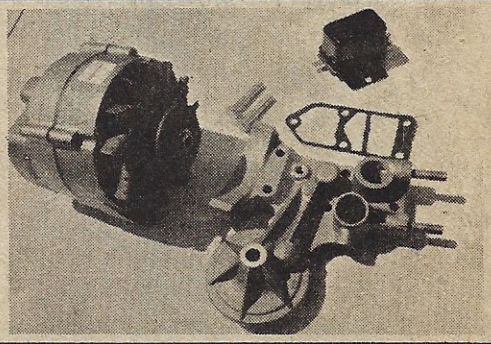
REBUILT REGULATORS-ALTERNATORS & GENERATORS

2-664	1960-64	Rebuilt Regulators	$12.95
2-665	1965-69	Rebuilt Regulators	12.95

ALTERNATOR CHANGEOVER KIT

KIT INCLUDES:
Rebuilt 55 amp + alternator.
Changeover adaptor from generator to alternator.
Rebuilt regulator.
Alternator mounting bolts.
Gaskets.
Wiring instructions.

2-670 $84.95

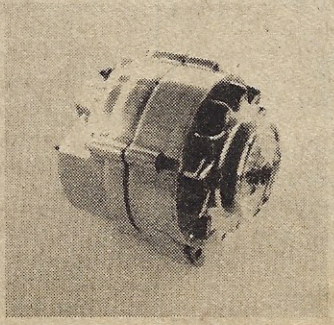


POLISHED ALTERNATOR - HI AMP

Factory reconditioned, all parts tested. All bearings changed for long, reliable service. Rotor and starter checked. Terminals and brushes changed. Housings polished. Fan, nut and pulley chrome plated. 55 amp

2-666 $49.95*

*** Core Value $15.00**



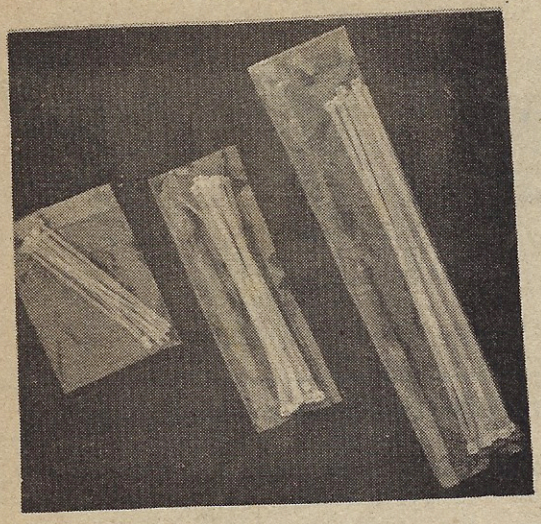
CHROME ALTERNATOR - HI AMP

Factory reconditioned, all parts tested. All bearings changed for long, reliable service. Rotor and starter checked. Terminals and brushes changed. Housings chrome plated. Fan, nut and pulley chrome plated. 55 amp

2-667 $79.95*

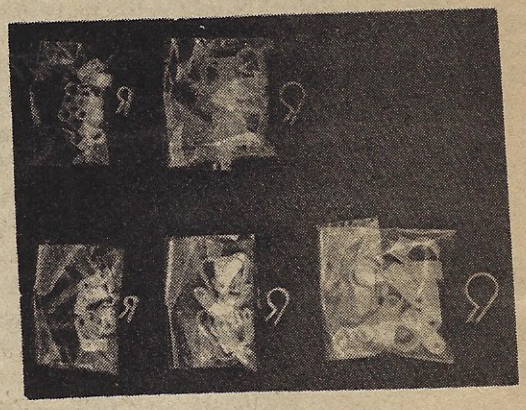
*** Core Value $15.00**

PLASTIC TIE WRAPS

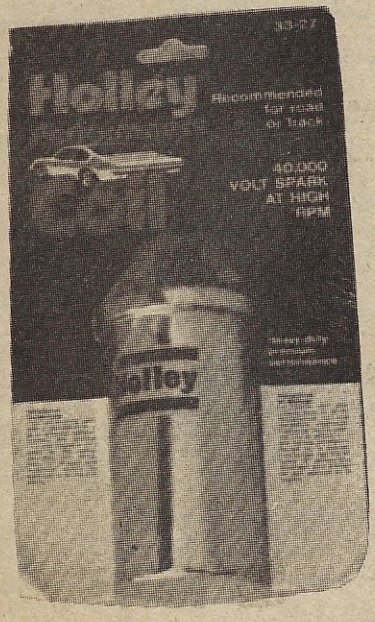


4" - Pack of 10	**$1.10**
6" - Pack of 10	**1.50**
11" - Pack of 10	**2.50**

PLASTIC WIRE LOOM & BRAKE LINE CLAMPS



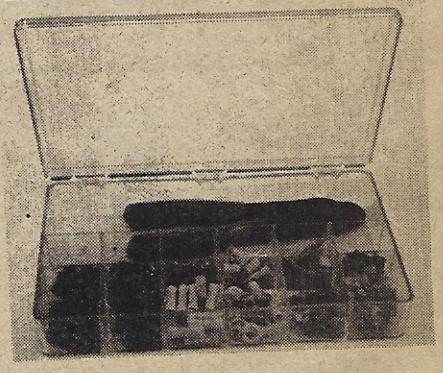
1/4" - Pack of 10	**$ .75**
3/8" - Pack of 10	**.80**
1/2" - Pack of 10	**.85**
5/8" - Pack of 10	**.90**
3/4" - Pack of 10	**1.00**



40,000 VOLT COIL BY HOLLEY

More spark energy than stock coils. Holley Chrome coils deliver instant starting. Strong smooth acceleration and optimum economy. More available voltage enables Holley coils to fire plugs under high compression and high R.P.M.

2-634 **$23.95**



WIRE TERMINAL KIT – 182 PIECE

Kit comes with 12 different, insulated terminal ends (15 of each) and 1 pair of terminal pliers. Kit has everything necessary for a neat job, with proper connections.

NOTE: Wire not included **$24.95**

Bulk terminals available in bags of 25 **$ 1.50**

BATTERY CABLE TERMINALS

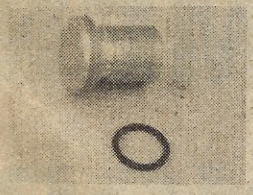
Solder-On cable ends for custom battery cables. Just cut cables to desired length and solder on the ends. Makes strong, positive connections **$ .75 ea.**

☆ STAR CORVAIR ☆

MISCELLANEOUS NEW ENGINE PARTS

2-400	1965-69	Alternator Mount	$29.64☆
2-402	1960-69	Oil Fill Tube	7.56☆
2-403	1960-69	Dip Stick Tube	1.10☆
2-404	1960-69	Dip Stick	1.74☆
2-405	1960-69	Harmonic Balancer - Solid Type	13.80☆
2-406	1964-69	Harmonic Balancer - Rubber Mounted Type	45.60☆
2-407	1960-64	Blower Bearing - G.M.	22.95☆
2-408	1965-69	Blower Bearing - G.M.	22.95☆
2-409	1960-69	Oil Pick Up	4.02☆
2-410	1960-69	Oil Pump - New Gears, Gaskets & Spring	7.44
2-411	1960-69	Oil Pressure sending unit (1)	4.32☆
2-412	1960-69	Valve Covers - 4 bolt - 2nd Design *The only way to fly.*	6.18☆
2-413	1960-69	Valve Cover Spring Bars The best way to stop leaks. Spreads valve cover pressure over a larger area.	.45 ea.☆
2-415	1960-69	Barrel Shields Spring Clips (Set of 4)	1.40 ☆
2-416	1960-69	Push Rod Tubes	1.74 ea.☆
2-417	1960-69	Push Rods	2.10 ea.☆
2-418	1960-69	Custom Made Push Rods *(State Length)*	36.00 set ✓ Good!
2-419	1960-69	Oil Pan (New GM)	16.14☆
2-420	1960-69	Blower Housing Ventilator or Baffle *Ever try to get one really clean?*	3.50☆
2-241	1960-69	Dip Stick Boot	1.00☆
2-422	1960-69	Brass Distributor Drive Gear (For Crank)	52.80☆

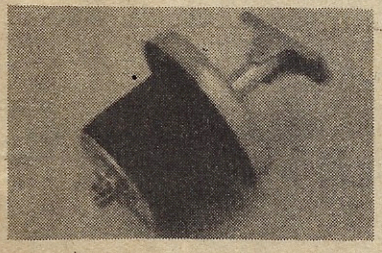
☆No Dealer Discount



FUEL PUMP PLUG.

Machined Aluminum plug replaces stock fuel pump when electric fuel pump is used. Comes with O-Ring.

2-139 **$2.50**



POSITIVE SEAL OIL CAP

Replaces stock oil cap. Just place inside stock fill tube and twist. Seals tight.

2-430 **$5.95**

CORVAIR

☆ STAR CORVAIR

2465 CHICO AVENUE
SOUTH EL MONTE, CALIFORNIA 91733
(213) 579-0943

IF YOU DON'T SEE IT. . .ASK FOR IT

10115 3-10 GPM Oil Cooler 69.95
20115 4-14 GPM Oil Cooler 99.95
#115 Remote Oil Adapter 7.95
#121 Remote Spin-on Oil Filter Mount 7.95

PERSONAL CHECKS ACCEPTED HOWEVER, IT WILL DELAY SHIPMENT 30 DAYS OR MORE!!

✓ + FEATHERWEIGHT PINS? OTTO

POSI CLUTCH PAKS?

ISKY JARINGS? LIFTERS? 2-285 GM HL66

ISKY KEEPERS 2-283

ALUMINUM WEEDS DUAL COIL SET.

HEAVY FLYWHEEL?

LIGHT FLYWHEEL?